



## INTIMATION.

A. S. WATSON &amp; CO., LIMITED.

ESTABLISHED A.D. 1841.

## WINES AND SPIRITS.

ALL those are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

## PRICE-LISTS, with Full Details, to be had on Application.

FORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

**SHERBY.**—Excellent, Dinner and After-Dinner Wines of very superior Vintages. All are truly Xeres Wines.

**CLOSET.**—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents, as is generally the case with Cheap Wines.

**BRANDY.**—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

**WHISKY.**—All our Whisky is of excellent quality and of greater age than most brands in the market. The Scotch Whisky marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us or the Colony or from our authorized Agents at the Coast Ports.

## A. S. WATSON &amp; CO., LIMITED.

## THE HONGKONG DISPENSARY.

Hongkong, 9th January, 1890.

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HONGKONG, JANUARY 17TH, 1890.

The ill-advised charge brought against Mr. A. S. MANNERS of riding a pony at the Wongneichong Recreation Ground without the consent of the Governor has been withdrawn, and it may now be pertinent to ask whether it would not be better if the Public Works Department in matters of this kind took legal advice before instead of after commencing proceedings. It is not edifying to see important public officials wasting their time on ridiculous trivialities and it must be exasperating to a defendant to be put to the trouble of going up to the Police Court and engaging counsel when there is absolutely nothing in the case. It would be a good rule: we think, that all departments except the Police wishing to bring charges in the Police Court should, before doing so, submit the case to the Crown Solicitor to ascertain in the first place if there is any ground for a prosecution and, in the second place, to have the charge properly framed. In a case like the one under notice, it seems derogatory to the dignity of the Governor's high office that his title should be specially introduced.

"Riding a pony without the consent of the Governor" is almost good enough for a come up. "Eating a cake without the consent of mama" would be hardly a more ridiculous charge. The case also raises the question whether it would not be well to place the control of the Recreation Ground in the hands of a representative body. There is already a committee representative of the various clubs using the ground to confer with the Director of Public Works, but the executive control is vested wholly and solely in the latter; who apparently, as a matter of departmental convenience, deputes Mr. Tooker to attend to the work.

The regulations state that "the maintenance and preservation of the said grounds shall be under the care and direction of the Director of Public Works." If the maintenance and preservation were under the care and direction of the committee we can hardly suppose that frivolous prosecutions like that instituted against Mr. MANNERS would be entered upon. The case against him, as we understand, was simply this, that he rode on the Recreation Ground to look at a football match. Mr. MANNERS claims on his side that the portion of the ground on which he rode was open to riding. When the case was before the Magistrate His Worship appeared to attach more importance to the question of whether the defendant had had notice of the regulations than to the question of whether riding was prohibited or not, though he expressed an opinion, without deciding the point, that an old regulation which prohibited riding was still in force as it had not been expressly repealed. The case having been commenced it would have been more satisfactory if this point had been definitely decided, and we think if the Magistrate had looked more closely into the regulations he would have arrived at the conclusion that any one may freely ride on the Recreation Ground in certain specified areas. In

May, 1892, when the ground was being prepared and laid out, a regulation was issued in the following terms:—"Unless permission from the Government has been first obtained, riding over that part of the Wongneichong Recreation Ground which is enclosed within the Racecourse and the training track is prohibited until further notice." The "further notice" is contained in the regulations of the 7th November, 1892, which set apart a portion of the ground on certain days of the week for polo, from which it necessarily follows that the prohibition of riding was removed. Certain areas are "only to be used for cricket and golf," but with these reservations the whole ground is "public for general use" except when the portions allotted to special games on stated days are so engaged. A person on horseback may not ride over a cricket pitch or over the Golf Club's putting greens, or interrupt any game going on, but otherwise he is free to take his horse where he likes on the ground. If riders become so numerous as to interfere with the general use of the ground by non-riders it would be necessary to impose restrictions upon them, but as matters stand at present there can be no possible objection to persons riding within the limits above mentioned, nor is it prohibited by the regulations. Yet we find the Government instituting an absurd and vexatious prosecution. On Kennedy Road, on the other hand, where riding is expressly prohibited, riding is freely tolerated. The regulations of the 20th May, 1887, published in the Gazette of the 21st of the same month, provide that "No wheeled vehicle or horses shall be allowed on the promenade known as Kennedy Road." We cannot find that those regulations have ever been repealed, but the public notice against riding has been removed from the board at the entrance to the promenade and the enjoyment of pedestrians is interfered with by riders. The road was constructed for a promenade, not for horse traffic, and as a promenade it ought to be directly or indirectly, and we propose to alter our rebate form accordingly.

The P. & O. steamer *Joss*, from China, arrived at London on the morning of the 15th instant.

The N. P. steamer *Victoria* sailed from Glasgow and Liverpool, left Shanghai for China on the morning of the 15th, and may be expected here on or about the 22nd inst.

The China Mutual steamer *Oopoot*, from Glasgow and Liverpool, left Shanghai for China on the morning of the 15th, and may be expected here on or about the 22nd inst.

The Hon. Treasurer of the Alice Memorial and Nethorens Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:

Poultry Gridle ..... \$40

Steamer *Namou* ..... Fines ..... 4

The claims paid by Fire Insurance Companies in respect of Hongkong risks in 1895 amounted, we hear, to over \$760,000. The year is understood to have been a good one for the local Companies, but if the above figures are correct the sum of the Company must have suffered rather heavily proportion to their local income.

Mr. George P. Bowen went around just after the arrival of the steamer, which was steered round, but she ran into another junk and sank it, and then got aground. Fortunately no damage was done to the vessel, but there was a delay of six hours in reaching her destination.

At the Magistrate yesterday, Mr. T. Sercombe Smith held the inquiry concerning the death of the little boy who was strangled in Richmond Road. There was a curious discrepancy in the evidence. The mother of the lad said he left home wearing a silver antlet about four o'clock on the afternoon of the 11th, white a pambrook in a room in the house and the antlet was worn by a boy at 3.30 the same evening. His Worship found that the boy had been strangled to death, but by whom there was no evidence to show.

Another steamer on the Highland Forest was sent to goal yesterday for seven days by the Harbour Master. The defendant's name is C. Scraemer and he left the ship without leave and also refused to work.

The Secretary of State for Foreign Affairs addressed a letter to the Foreign Office, asking that they would grant him a leave of absence.

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and separately. Reporters thought to find them all buried by gas. In an instant a shot was heard in their dilapidated state plenty of sport for rifle-bore. This vantage point commanded both start and finish, and as each competitor was despatched a gun was fired by a person stationed in the aperture where once a window was in the top story of the m.

The writer had no time to go there before the contest, and felt extremely lucky to get down again with a whole skin. A ladder almost destined of rungs, worn out with age, and twisting and creaking at every move made, was the only means of reaching this top story, and as a fact of recklessness and consummate agility that climb to the top of the old mill remains which has not been hewed or dressed. Not much, perhaps, to do to active youth of fearless temperament, but something calculated to check the ardour of old fogies. But to the contest. Probably the distance travelled by the cyclists in the ascent of the hill was close upon three-quarters of a mile; in places the gradient was one in three, the average, if my memory serves me, being one in seven. That afternoon saw many who had exploded. Indeed of those who started, not a single man of them who started reached the top, the time occupied by the first three men—of whom rare old "Lead" was one—was exceptionally good. At the moment I am not sure how the proportion of safeties and tricycles stood at the start, but in finishing the three-wheeler more than held its own. Mr. Wilson's performance over the muddy, stony, and rocky surface was most remarkable. He beat the man who came down first, all the afternoon, cutting, marrow-freezing wind got up, and when the contest was over the great bulk of those present looked about for sorry specimens of humanity as one could imagine. Cold, muddy, and dreary as we were, the competition was voted a tremendous success. There was just one feature which came into prominence at the close, for which a general verdict was taken in the grand finale of the games by some of the big cycle manufacturing firms that were well represented. Knowing the deserted nature of the locality, some of them had provided themselves with refreshments. There need be no amplification of what transpired, but I must frankly and freely confess that few refreshments have given me the same supreme glee as those which were taken in the grand finale of the big cycle manufacturing firms that were well represented.

Leaving for the moment this wintry scene, let me give a little insight from Hoyle on the chances of dice rolling. Maybe some of my readers may test its accuracy during the coming Christmas holidays. According to the authority just mentioned, the odds on the radio with nine dice, the highest in three throws, were 10,775,885 to 1 against 49 or more, 1,007,768 to 1 against 53 or more, 182,711 to 1 against 52 or more, 45,809 to 51 or more; 14,932 to 1 against 50 or more; 3,032 to 1 against 49 or more; 2,016 to 1 against 48 or more; 886 to 1 against 47 or more; 422 to 1 against 46 or more; 215 to 1 against 45 or more; 116 to 1 against 44 or more; 66 to 1 against 43 or more; 39 (very nearly 38) to 1 against 42 or more; 19 (very nearly 18) to 1 against 41 or more; 15 to 1 against 40 or more; 101 to 1 against 39 or more; 7 to 1 to 1 against 38 or more; very nearly 5 to 1 against 37 or more; 3 to 1 against 36 or more; 2,611 to 1 or 2 to 11 against 35 or more; 11 to 6 (or 1 to 5 to 1) against 34 or more; 9 to 7 to 1 (or 2 to 1) against 33 or more; 5 to 1 against 32 or more; 3 to 1 against 31 or more; 2 to 1 against 30 or more; 1 to 1 against 29 or more; 1 to 1 against 28 or more; 1 to 1 against 27 or more; 1 to 1 against 26 or more; 1 to 1 against 25 or more; 1 to 1 against 24 or more; 1 to 1 against 23 or more; 1 to 1 against 22 or more; 1 to 1 against 21 or more; 1 to 1 against 20 or more; 1 to 1 against 19 or more; 1 to 1 against 18 or more; 1 to 1 against 17 or more; 1 to 1 against 16 or more; 1 to 1 against 15 or more; 1 to 1 against 14 or more; 1 to 1 against 13 or more; 1 to 1 against 12 or more; 1 to 1 against 11 or more; 1 to 1 against 10 or more; 1 to 1 against 9 or more; 1 to 1 against 8 or more; 1 to 1 against 7 or more; 1 to 1 against 6 or more; 1 to 1 against 5 or more; 1 to 1 against 4 or more; 1 to 1 against 3 or more; 1 to 1 against 2 or more; 1 to 1 against 1 or more.

#### DICE ROLLING CALCULATIONS.

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#### SHIPPING REPORTS.

The British steamer *Glenfarg*, from Japan and Swatow 16th Jan., had strong N.E. winds and cloudy weather from Swatow.

The British steamer *Tidong*, from Wuhan and Chinkiang 16th Jan., had calms and light variable winds to the Bosphorus, thence to port strong N.E. breeze and overcast weather.

The British steamer *Marcotte*, from Moji 10th Jan., had fresh N. and N.W. winds leaving Moji; wind veered round to S.E. with light breeze and calms as far as Turnabout; thence had fresh N.E. to N.N.E. monsoon to port.

#### SHANGHAI SHIPPING ARRIVALS.

4. Fusun Maru, Japanese str., from Japan. 4. Lyndwood, British str., from Newcastle. 4. Steamer, British str., from Hongkong. 4. Mazagon, British str., from Japan. 4. Pyrmouth, British str., from Liverpool. 5. Glenroyal, British str., from London. 5. Kinsale, German str., from Hongkong. 5. Taisong, British str., from Swatow. 5. Wadsworth, British str., from Amoy. 6. Wankang, British str., from Chefoo. 6. Choyang, British str., from Hongkong. 6. Yungching, Chinese str., from Swatow. 7. Fushing, British str., from Hongkong. 7. Toki Maru, Japanese str., from Nagasaki. 7. Speculan, British str., put back. 7. Ningpo, Chinese str., from Hongkong. 8. Kwongkang, British str., from Hongkong. 8. Kwongkang, British str., from HKong. 8. Glenroyal, British str., from Japan. 8. Human, British str., from Hongkong. 8. Kungting, British str., from River Ports. 8. Katsuyama Maru, Jap. str., from Japan. 9. Matilda, German str., from Moji. 9. Wuhan, British str., from Nagasaki. 9. Human, German str., from Japan. 9. Human, Chinese str., from Chungtu. 10. Haifeng, Chinese str., from Hongkong. 10. Decimus, German str., from Cambod. January—DEPARTURES.

4. Fungshun, Chinese str., for Amoy. 5. Heskin, Chinese str., for Foochow. 5. Newdwang, British str., for Amoy. 5. Kewlin, British str., for Hongkong. 5. Lymington, German str., for Hongkong. 5. Paddington, British str., for London. 5. Hanover, British str., for Swatow. 5. Wadsworth, British str., for Kobe. 5. Wankang, British str., for Chefoo. 5. Choyang, Chinese str., for Hongkong. 5. Taisong, Chinese str., for Nagasaki. 5. Chinglong, Chinese str., for Hongkong. 5. Petway, German str., for Hongkong. 7. Taisong, Chinese str., for China. 7. Palawan, British str., for Japan. 7. Pronto, German str., for Yokohama. 7. Tryon, Norw. str., for Japan. 7. Normandy, Norw. str., for Kobe. 7. Taisong, Chinese str., for Chinkiang. 7. Szczecin, British str., for Wuhan. 7. Asano Maru, Japanese str., for Japan. 7. Kitty, British str., for Kitchinotzu. 7. Human, German str., for Amoy. 7. Alcan, British str., for Kobe. 8. Kwanlung, Chinese str., for Hongkong. 8. Pyrmouth, British str., for New York. 8. Nanjing, German str., for Hongkong. 10. Human, British str., for Wuhan. 10. El Dorado, British str., for Chinkiang. 10. Hainchi, Chinese str., for Foochow. 10. Kwongkang, British str., for Chefoo. 10. Chusan, German str., for Kobe. 10. Tamsui, Norw. str., for Kobe.

#### HONGKONG TIDE-TABLE.

17th to 23rd January.

	High Water.	Low Water.		
Time	Hongkong Mean Time	Height	Hongkong Mean Time	Height
Fri. 17	8 a.m.	11. in.	8 p.m.	6. in.
Sat. 18	9 a.m.	12. 0.	9 p.m.	7. 0.
Sun. 19	10 a.m.	12. 2.	10 p.m.	7. 2.
Mon. 20	11 a.m.	12. 4.	11 p.m.	7. 4.
Tues. 21	12 a.m.	12. 6.	12 p.m.	7. 6.
Wed. 22	1 a.m.	12. 8.	1 p.m.	7. 8.
Thur. 23	2 a.m.	12. 1.	2 p.m.	7. 1.

The height of mean sea-level has been determined, from the tidal observations of 1887 and 1892, above sea level, and the following table gives the mean sea-level for the various Ordinary High and Low Tides, to which the heights in these tables are referred, and the feet above sea level. The figures given in the following table are below the Lower Ordinary Spring Tides, and should be subtracted from the quoted figures above.

#### THE WEATHER.

##### CHINA COAST METEOROLOGICAL REGISTER, 15TH JANUARY, AT 4 P.M.

STATION.	Latitude	Longitude	Wind	Weather	Clouds	Sea	Wind	Weather	Clouds
Wadiavlock	29° 54'	115° 10'	NW	2	-	+	-	-	-
Tokyo	30° 12'	139° 51'	NE	2	-	+	-	-	-
Nagasaki	30° 23'	130° 45'	NE	2	-	+	-	-	-
Shanghai	30° 30'	120° 00'	NE	2	-	+	-	-	-
Amoy	30° 18'	117° 51'	NE	2	-	+	-	-	-
Swatow	30° 13'	117° 47'	E	1	-	+	-	-	-
Canton	30° 13'	117° 47'	E	1	-	+	-	-	-
Hongkong	30° 13'	117° 47'	E	1	-	+	-	-	-
Taipeh	30° 12'	121° 00'	E	1	-	+	-	-	-
Macau	29° 55'	113° 00'	NE	2	-	+	-	-	-
Manila	29° 05'	120° 00'	NE	2	-	+	-	-	-
Cape S. James	29° 05'	120° 00'	NE	2	-	+	-	-	-

On the 15th at 11.5 a.m. Forecast—Barometer falling from moderate to 1010 mm. Wind variable.

On the 16th at 10 a.m. Forecast—Barometer falling from moderate to 1010 mm. Wind variable.

For Wadiavlock, Local steamer *Hoyle*, sailed on the 8th January. For Colombo—18 cases marlins, 18 cases mandarin fish, 10 cases preserves. For Beyrouth—11 cases glass handles. For Geneva—50 boxes raw silk; and 1 case merchandise. For Antwerp—202 boxes bamboo, 184 boxes feathers, 54 cases gallions, 50 boxes camphor, 31 red lanterns, 18 boxes tea, 10 boxes chinaware, 17 boxes sandalwood, 2 boxes canes, and 1 case silk. For Amsterdam—100 cases ginger, 50 cases pepper, 25 packages canes, 15 boxes palm-leaves, 6 cases chinaware, 50 boxes rattan, and 4 boxes matting. For Rotterdam—500 cases preserves. For Trieste—130 packages tea. For New York—22 cases essential oil. For Hamburg—120 cases oysters, 120 cases oysters. For St. Petersburg—2 cases oysters. For Odessa—10 cases oysters, 1 case samples, and 50 packages hickory-nuts. For Hamburg—354 boxes feathers, 50 cases ginger, and 4 cases sandalwood. For Bremerhaven—312 packages tea, 35 boxes rattan, and 4 boxes matting. For Rotterdams—500 cases preserves. For Trieste—130 packages tea.

For Hongkong—160 boxes feathers, 150 boxes rattan, and 10 boxes sandalwood. For London—100 cases preserves.

For Macau—100 boxes feathers, 100 boxes rattan, and 10 boxes sandalwood. For Manila—100 boxes feathers, 100 boxes rattan, and 10 boxes sandalwood.

For Cape S. James—100 boxes feathers, 100 boxes rattan, and 10 boxes sandalwood.

For Hongkong—100 boxes feathers, 100 boxes rattan, and 10 boxes sandalwood.

For Macau—100 boxes feathers, 100 boxes rattan, and 10 boxes sandalwood.

For Manila—100 boxes feathers, 100 boxes rattan, and 10 boxes sandalwood.

For Cape S. James—100 boxes feathers, 100 boxes rattan, and 10 boxes sandalwood.

For Hongkong—100 boxes feathers, 100 boxes rattan, and 10 boxes sandalwood.

For Macau—100 boxes feathers, 100 boxes rattan, and 10 boxes sandalwood.

For Manila—100 boxes feathers, 100 boxes rattan, and 10 boxes sandalwood.

For Cape S. James—100 boxes feathers, 100 boxes rattan, and 10 boxes sandalwood.

For Hongkong—100 boxes feathers, 100 boxes rattan, and 10 boxes sandalwood.

For Macau—100 boxes feathers, 100 boxes rattan, and 10 boxes sandalwood.

For Manila—100 boxes feathers, 100 boxes rattan, and 10 boxes sandalwood.

For Cape S. James—100 boxes feathers, 100 boxes rattan, and 10 boxes sandalwood.

For Hongkong—100 boxes feathers, 100 boxes rattan, and 10 boxes sandalwood.

For Macau—100 boxes feathers, 100 boxes rattan, and 10 boxes sandalwood.

For Manila—100 boxes feathers, 100 boxes rattan, and 10 boxes sandalwood.

For Cape S. James—100 boxes feathers, 100 boxes rattan, and 10 boxes sandalwood.

For Hongkong—100 boxes feathers, 100 boxes rattan, and 10 boxes sandalwood.

For Macau—100 boxes feathers, 100 boxes rattan, and 10 boxes sandalwood.

For Manila—100 boxes feathers, 100 boxes ratt

## NOTICE TO CONSIGNEES

"BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BERNALDER"

FROM ANTWERP, LONDON, AND

SINGAPORE.

Consignees of Cargo are hereby informed that all goods are being landed at their risk and into the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 15th inst will be subject to rent.

The steamer must be present at the time of the Unloading or before the 18th inst.

or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 14th instant, at 11 A.M.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 10th January, 1896. [150]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"BORNEO"

FROM ANTWERP, LONDON, AND

SARAWAK.

Consignees of Cargo by the above named vessel are hereby informed that their goods are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Original goods will be landed here unless instructions are given to the contrary before 10 A.M. To-morrow.

Goods not cleared by the 17th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns in condition of same given to the under-signer or before the 18th inst. after which no claims will be recognized.

A. WOOLLEY,

Acting Superintendent.

Hongkong, 10th January, 1896.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"PEKIN."

FROM BOMBAY, COLOMBO,

AND STRAITS.

Consignees of Cargo by the above named vessel are hereby informed that their goods are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on cargo—

From London, ex.s.s. *Messilia*.From Australia, ex.s.s. *Valeto* and *Himalaya*.From Port of Gau, ex.s.s. *King Arthur*.

From and to Africa.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. To-day.

Goods not cleared by the 20th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns in condition of same given to the under-signer or before the 21st inst. after which no claims will be recognized.

ALE. WOOLLEY,

Acting Superintendent.

Hongkong, 13th January, 1896.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT SAID,

SUZU, SUAKIM, MASSA-

WAH, HODDEDA, ADEN, BOMBAY,

COLOMBO, PEKING, AND SINGA-

PORE.

THE Steamship

"CISELA"

having arrived Consignees of Cargo are hereby informed that their goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, whence delivery may be obtained.

This vessel brings on cargo—

From Calcutta ex.s.s. *Agena*, transhipped at Colombo.From Trieste ex.s.s. *Imparatrix*, transhipped at Bombay.From Venetia ex.s.s. *Cavatina*, transhipped at Trieste.

Optional Cargo will go on to Shanghai unless notice to the contrary be given before Noon To-morrow.

No Claim will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the under-signer before Noon on the 20th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th instant will be subject to rent.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 13th January, 1896. [150]

## OCEAN STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

"MYRMIDON"

are hereby informed that the Cargo is being dis-

charged at Colombo or forwarded at the Go-

downs of the Under-signer, in both cases it will

be at Consignee's risk. The Cargo will be

ready for delivery from Craft or Godown or

and after the 15th inst.

Goods unforwarded after the 21st inst. will

be subject to rent. All damaged Goods must be

left in the Godowns, where they will be examined

at 11 A.M. on the 22nd inst.

BUTTERFIELD &amp; SWIRE,

Hongkong, 13th January, 1896. [152]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA"

FROM TACOMA, VICTORIA, YOKO-

KA, KOBE, AND MOJI.

THE Steamship having arrived Con-

signees of Cargo are hereby requested to

send in their Bills of Lading for counter-

signature, and to take immediate delivery of their Goods from alongside.

Cargo implying the discharge of the Vessel

will be landed and stored at Consignee's risk and

expense.

DODWELL, CARLILL &amp; CO., Agents.

Hongkong, 13th January, 1896. [203]

## TO CONSIGNEES OF OPTIONAL CARGO, EX. O. S. S. CO.'S S.S. "MYRIMOND" FROM LIVERPOOL.

## SHIPPING Orders must be obtained from the

Under-signer not later than the 17th inst.

for shipment on steamer "DIOMED."

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 13th January, 1896. [152]

## THE PALATINE INSURANCE COMPANY, LIMITED

OF MANCHESTER.

MODERATE RATES!

PROMPT SETTLEMENTS

SUBSCRIBED CAPITAL £1,000,000.

GENERAL AGENT AT HONGKONG

FIRE AND ACCIDENT INSURANCES.

A. H. RENNIE.

## VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

## FOR YOKOHAMA AND KOBE

THE Steamship

"TAIYUAN,"

Captain Nelson, will be despatched to-day,

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 16th January, 1896. [155]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR SINGAPORE AND PENANG

THE Company's Steamship

"AMARA,"

Captain D. Smith, will be despatched as above

To-morrow, at 4 P.M.

For Freight or Passage, apply to

JARDINE, MATTHESON &amp; CO., General Managers.

Hongkong, 15th January, 1896. [197]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"BORNEO"

FROM ANTWERP, LONDON, AND

SINGAPORE.

Consignees of Cargo are hereby informed that all goods are being landed at their risk and into the Hongkong and Kowloon Wharf and Godown Company's Godown, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 15th inst will be subject to rent.

The steamer must be present at the time of the Unloading or before the 18th inst.

or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 14th instant, at 11 A.M.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 10th January, 1896. [150]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"BOURNE"

FROM ANTWERP, LONDON, AND

SARAWAK.

Consignees of Cargo are hereby informed that their goods are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, whence each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Original goods will be landed here unless instructions are given to the contrary before 10 A.M. To-morrow.

Goods not cleared by the 17th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns in condition of same given to the under-signer or before the 18th inst. after which no claims will be recognized.

A. WOOLLEY,

Acting Superintendent.

Hongkong, 10th January, 1896. [150]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

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A. WOOLLEY,

Acting Superintendent.

Hongkong, 10th January, 1896. [150]

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A. WOOLLEY,